

BookletChart™



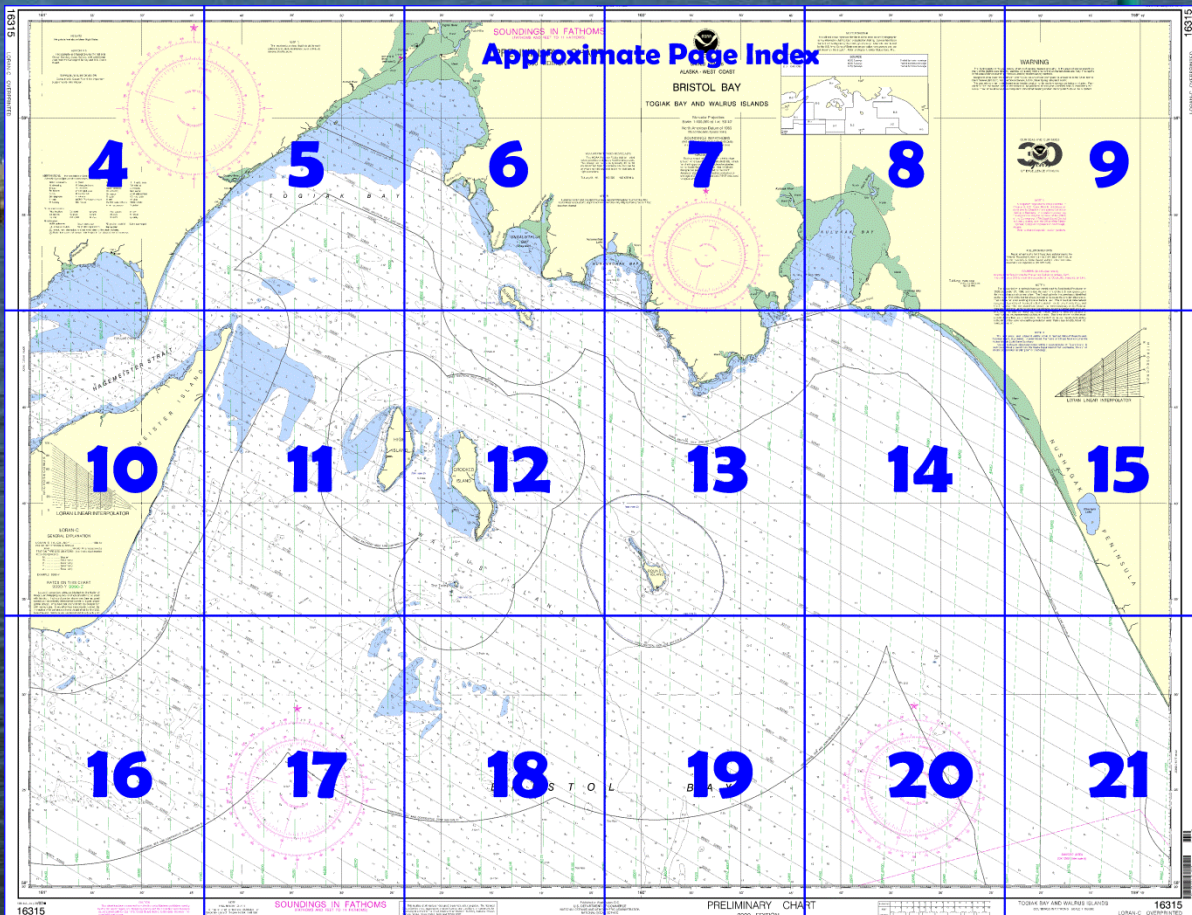
Bristol Bay – Togiak Bay and Walrus Islands NOAA Chart 16315

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

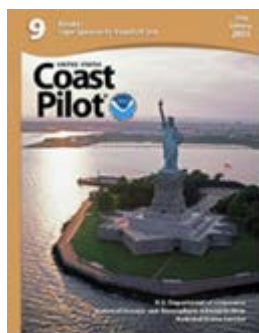
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16315>.



(Selected Excerpts from Coast Pilot)

The area between Cape Constantine and Cape Newenham (58°40'N., 162°10'W.) is unsurveyed, and there are indications that the present charts are considerably in error. Vessels setting a course from outside Ustiugof Shoal (58°17.0'N., 158°39.0'W.), to pass about 2 miles off Cape Peirce (58°38.0'N., 161°45.0'W.), in thick but otherwise moderate weather, have reported making Hagemeister Island dead ahead. This undoubtedly is because of a N

set in this vicinity. In the thick weather which prevails in this locality safety is assured only by constant sounding.

Kulukak Bay, entered between **Kulukak Point**, 38 miles NW of Cape

Constantine, and Right Hand Point, about 9 miles WSW, is shoal; there is a depth of 3 fathoms just inside the entrance and the N half dries at low water. The buildings of an abandoned native village are above the bluff at the NW corner of the bay.

Togiak National Wildlife Refuge includes Kulukak Bay and is a Marine Protected Area.

Pilotage, Kulukak Point.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Bering Sea is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations, details.)

The Twins are two isolated rocks 3 miles S of Crooked Island. The larger is 300 feet high; the lower and SW of the two is 100 feet high.

Black Rock, 131 feet high, is 3 miles E of the N part of Crooked Island. From the air the rock appears to be an upthrust on a submerged ridge, the axis of which parallels that of Crooked Island. Black Rock, the SE tangent of Crooked Island, and the Twins are very nearly on range.

Summit Island, 801 feet and 505 feet high near the S and N ends, respectively, is 8.5 miles WNW of Right Hand Point, and 2 miles from the E shore of Togiak Bay. Good anchorage, in 5 to 6 fathoms and sheltered from SW weather, may be had in a bight about 0.5 mile off the middle of the NE side of the island in 5 to 6 fathoms, sand bottom.

Togiak Bay, N of the Walrus Islands, and about midway between Cape Constantine and Cape Newenham, is shoal; the head of the bay uncovers to the S for 3 to 4 miles. A submerged ledge and rock extend 0.2 and 0.5 mile from **Rocky Point** at the E entrance of the bay.

Togiak is near the head of the bay. The waters off Togiak are shallow and not navigable during low water. Good anchorage can be had for deeper draft vessels on the E side of the bay about 1 mile off **Anchor Point** in 5 to 6 fathoms of water, sand bottom.

Pilotage, Togiak.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Bering Sea is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations, details.)

Hagemeister Island, 10 miles W of High Island, is mountainous except for about 5 miles at the N end. Shoals surround the island and extend E 20 to 25 miles, including the area between Hagemeister Island and the Walrus group.

Shoals and sand waves with depths less than 2 fathoms extend E and SE from the northern half of Hagemeister Island in the direction of High Island. Ice has been observed grounded there. Foul ground is also reported as extending N of the N point of the island.

Current observations were made in June 1948 for a period of about 10 hours, about 8 miles SW of Hagemeister Island. The current sets approximately 335° and 165° with velocities at strength of about 0.8 knot and 1.5 knots, respectively. In June 1985, the NOAA Ship RAINIER anchored 3 miles off the SE corner of Hagemeister Island observed currents flooding 070° and ebbing 240° at velocities up to 4 knots.

Hagemeister Strait is about 16 miles long between the island of that name and the mainland. It is 3 to 4 miles wide, but shingle spits contract it in two places to less than 2 miles. Good anchorage was found under **Tongue Point**, the shingle spit making out from the mainland about midway of the channel. Good anchorage can be found throughout the strait avoiding the shoal areas NE of Hagemeister Spit. Currents are significantly stronger near the western end of Hagemeister Spit causing tide rips in the area. Strong currents and an unstable bottom result in shifting sand waves throughout the strait and its approaches.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

NOTE C

The mariner is advised that this aid to navigation is a privately maintained, user activated, aeronautical beacon.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

Mercator Projection

Scale 1:100,000 at Lat 58°40'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey and U.S. Coast Guard.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Tuklung Mt, AK WNG-525 162.425 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.766" southward and 7.915" westward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE B

Numerous rocks and boulders have been reported throughout Nunavachak Bay. Due to these obstructions, depths within Nunavachak Bay may be from 3 feet to 7 feet less than charted.

NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence. The Puerto Rico natural resources boundary is the limit of the commonwealth's jurisdiction under Public Law 96-205, March 12, 1980; 94 Stat. 91.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE D

The land areas and adjacent waters within 3 nautical miles of Round Island, Crooked Island, High Island, Summit Island, The Twins and Black Rock are within the Walrus Islands State Game Sanctuary.

Access to Round Island and waters within 3 nautical miles of Round Island is prohibited without a permit from the Alaska Department of Fish and Game, Division of Wildlife Conservation in Dillingham or Anchorage.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isobase	OBSC obscured	s seconds
Bn beacon	LT lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

⚡ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

LOPAN-C

GENERAL EXPLANATION

LOPAN-C FREQUENCY 108kHz
PULSE REPETITION INTERVAL 99.000 microseconds
STATION TYPE DESIGNATIONS: (Not individual station letter designations)
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary
EXAMPLE: 9990-Y

RATES ON THIS CHART
9990-Y 9990-Z

LOPAN-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overlaid signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

16315

LORAN-C OVERPRINTED

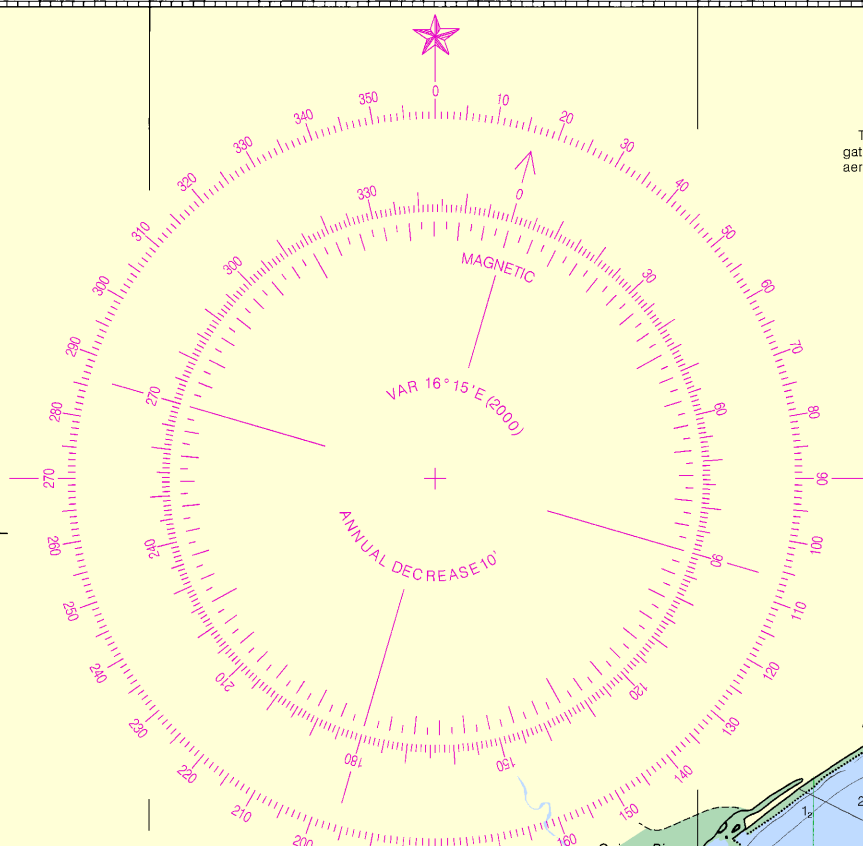
161° 55' 50' 45' 40'

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important supplemental information.

The marine station is a primary aeronautical station.



ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isochoase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		Rn radiobeacon	Y yellow

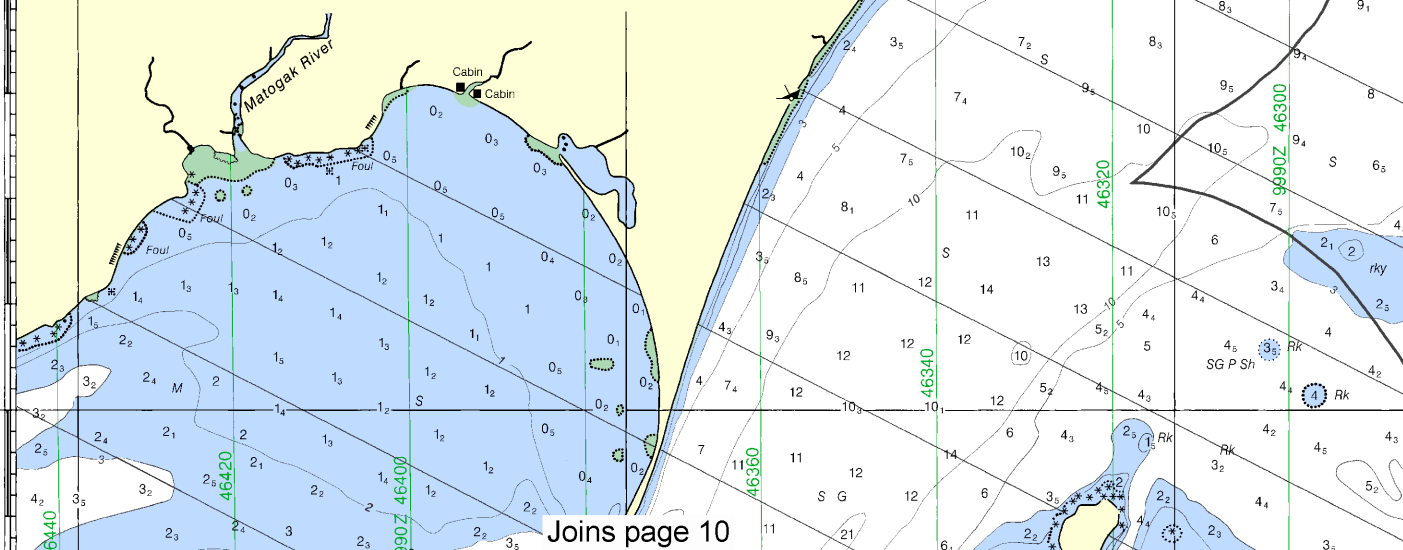
Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

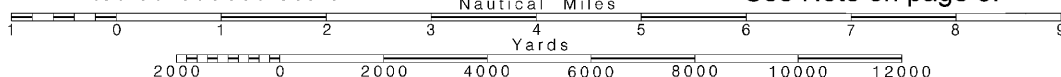
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.



Printed at reduced scale.

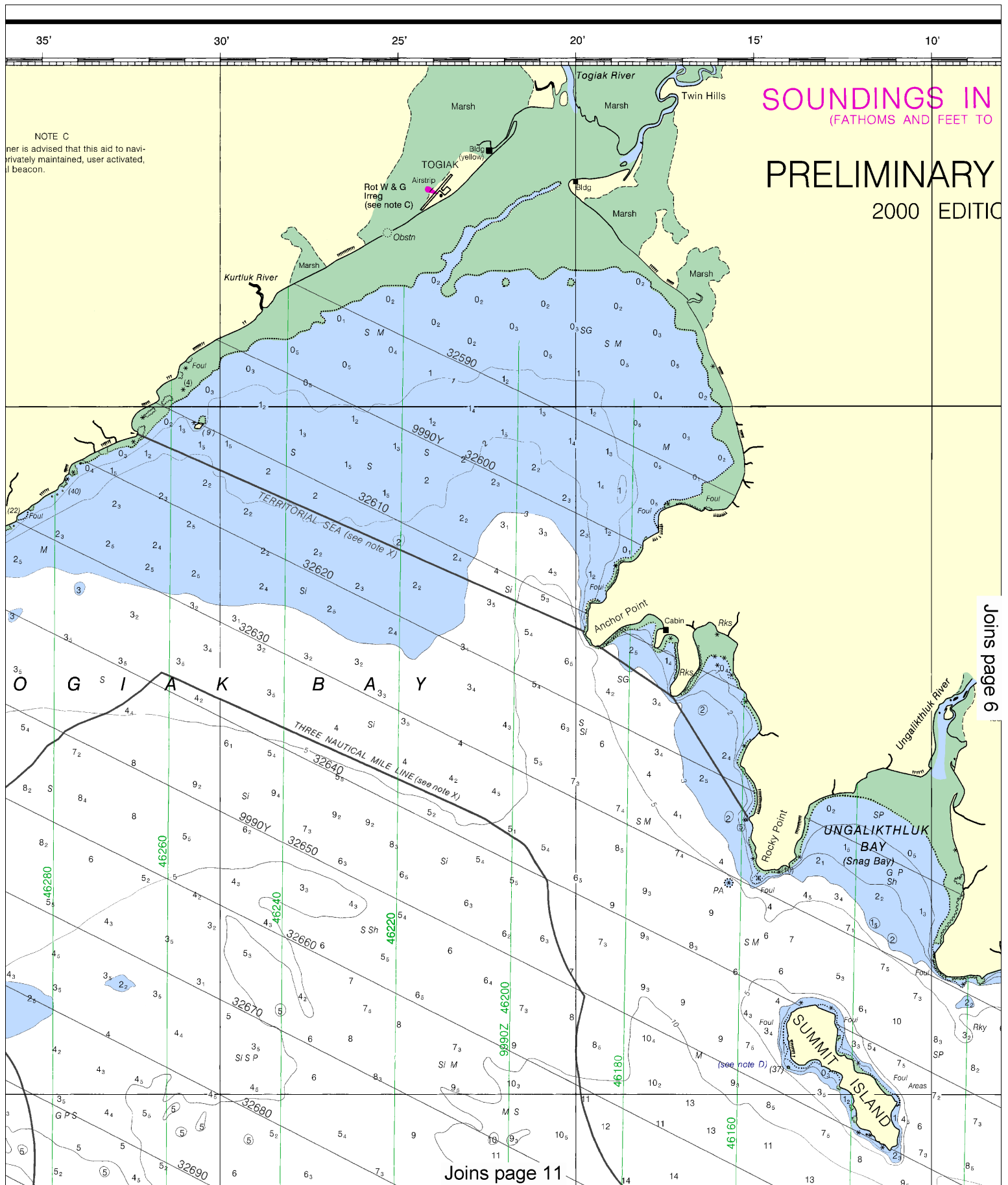
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See Note on page 5.

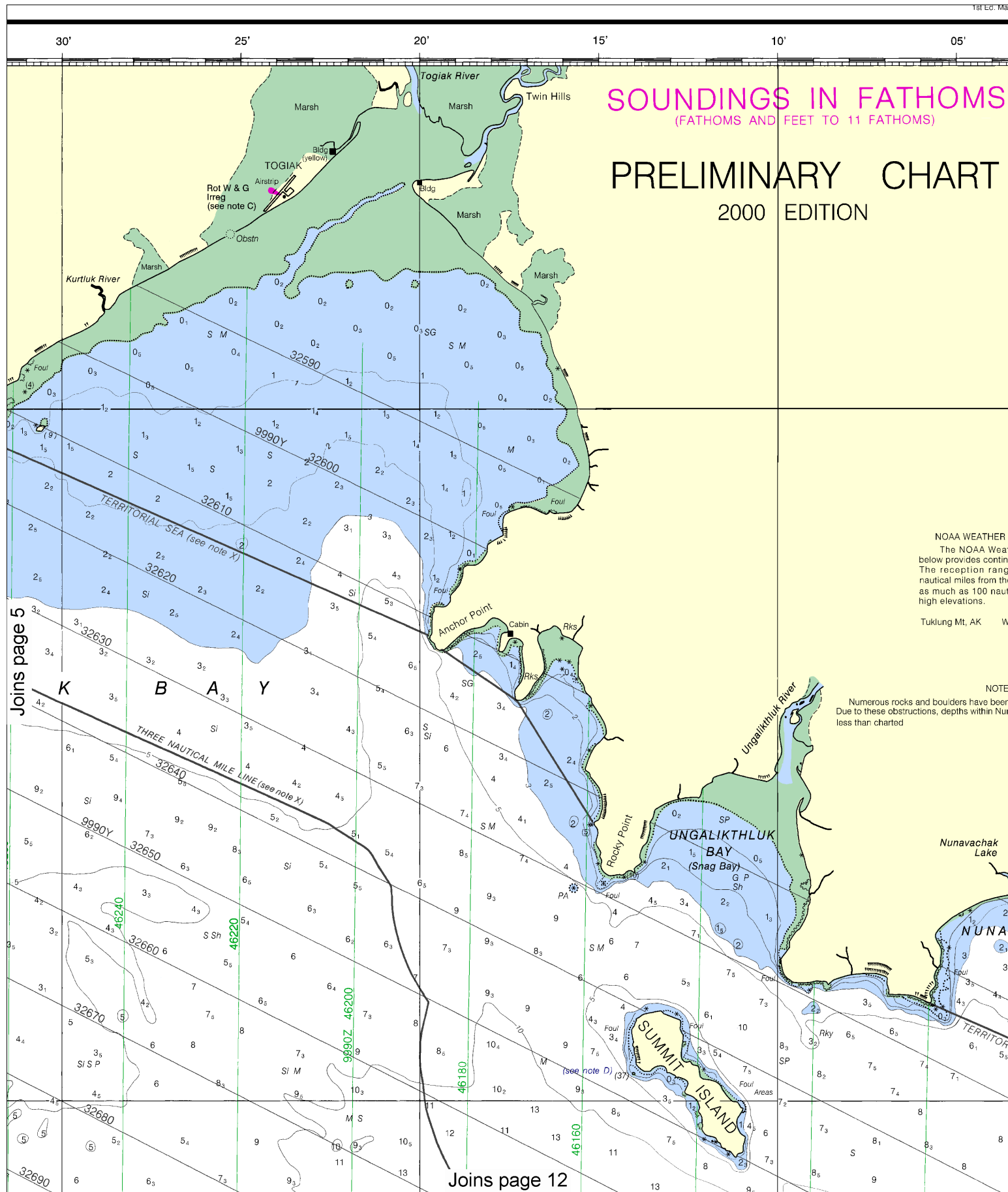


Note: Chart grid lines are aligned with true north.

4



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:133333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



160°

55'

50'

45'

40'



UNITED STATES
ALASKA - WEST COAST

BRISTOL BAY

TOGIAK BAY AND WALRUS ISLANDS

Mercator Projection
Scale 1:100,000 at Lat 58°40'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

RADIO BROADCASTS

Weather Radio station listed
inuous weather broadcasts.
The frequency is typically 20 to 40
MHz above the antenna site, but can be
different for stations at

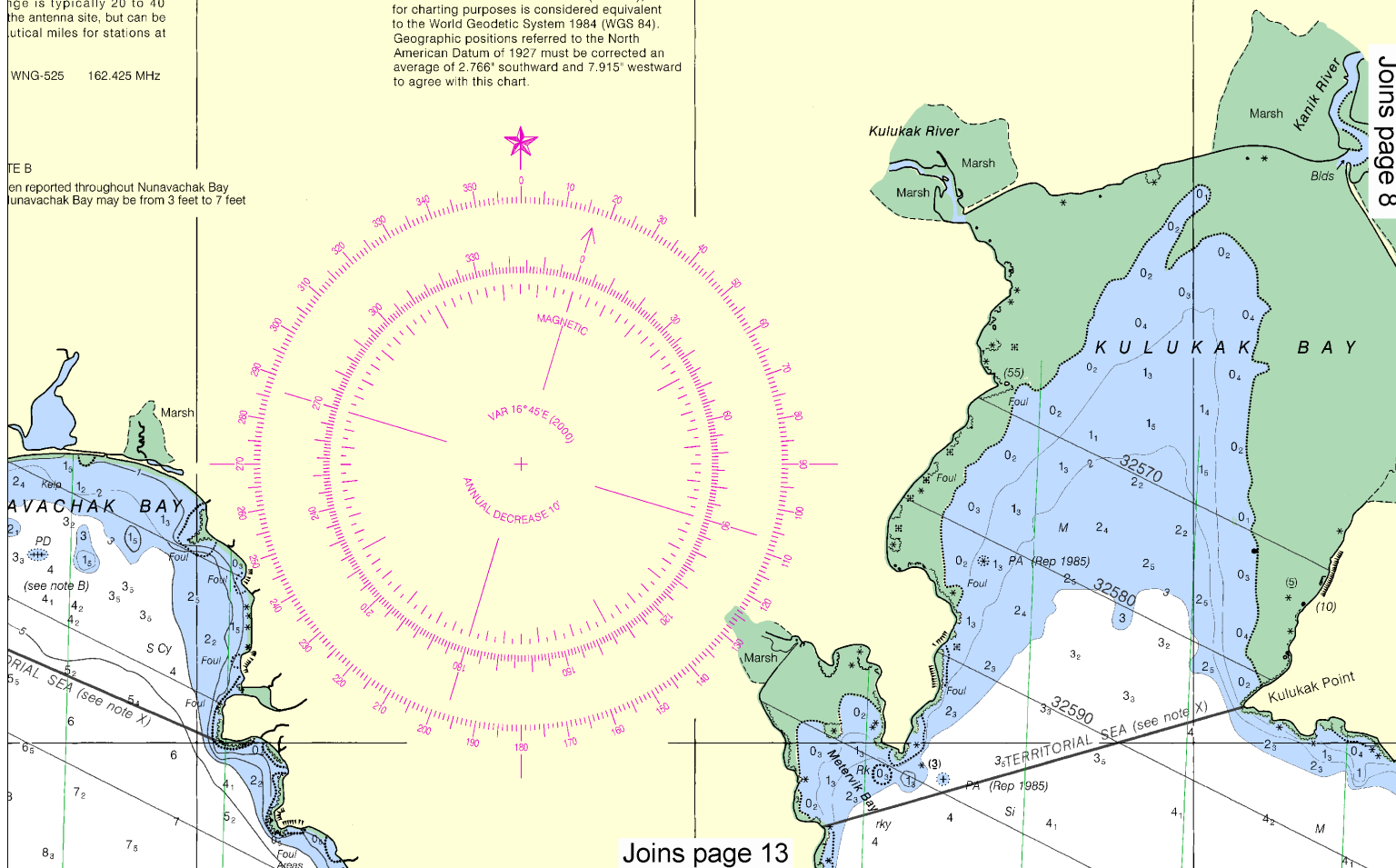
WNG-525 162.425 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart
is North American Datum of 1983 (NAD 83), which
for charting purposes is considered equivalent
to the World Geodetic System 1984 (WGS 84).
Geographic positions referred to the North
American Datum of 1927 must be corrected an
average of 2.766' southward and 7.915' westward
to agree with this chart.

TELETYPE

When reported throughout Nunavachak Bay
Nunavachak Bay may be from 3 feet to 7 feet



30'

25'

20'

15'

159° 10'

WARNING

The hydrography on this preliminary chart is of varying degrees of quality. In the areas of sparse soundings many of the depths were taken by lead line in the early 1900's, so further uncharted shoals are likely. The depths in the area of dense soundings were acquired by modern survey methods.

Navigators should use this chart with extreme caution and report discrepancies or hazards to the Chief, Marine Chart Division (N/CG22), National Ocean Service, NOAA, Silver Spring, Maryland 20910.

This preliminary chart is distributed as an interim product while modern surveys are being conducted. Each winter for the next several years a new edition will be published showing the unverified data collected the previous summer. When all surveys are completed, a final chart meeting modern charting standards will be published.

OUR SEAS AND OUR SKIES



OF EXCELLENCE AT NOAA

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence. The Puerto Rico natural resources boundary is the limit of the commonwealth's jurisdiction under Public Law 96-205, March 12, 1980; 94 Stat. 91.

Tuklung Radio Tower
Weather WNG-525
162.425 MHz

NOTE D

The land areas and adjacent waters within

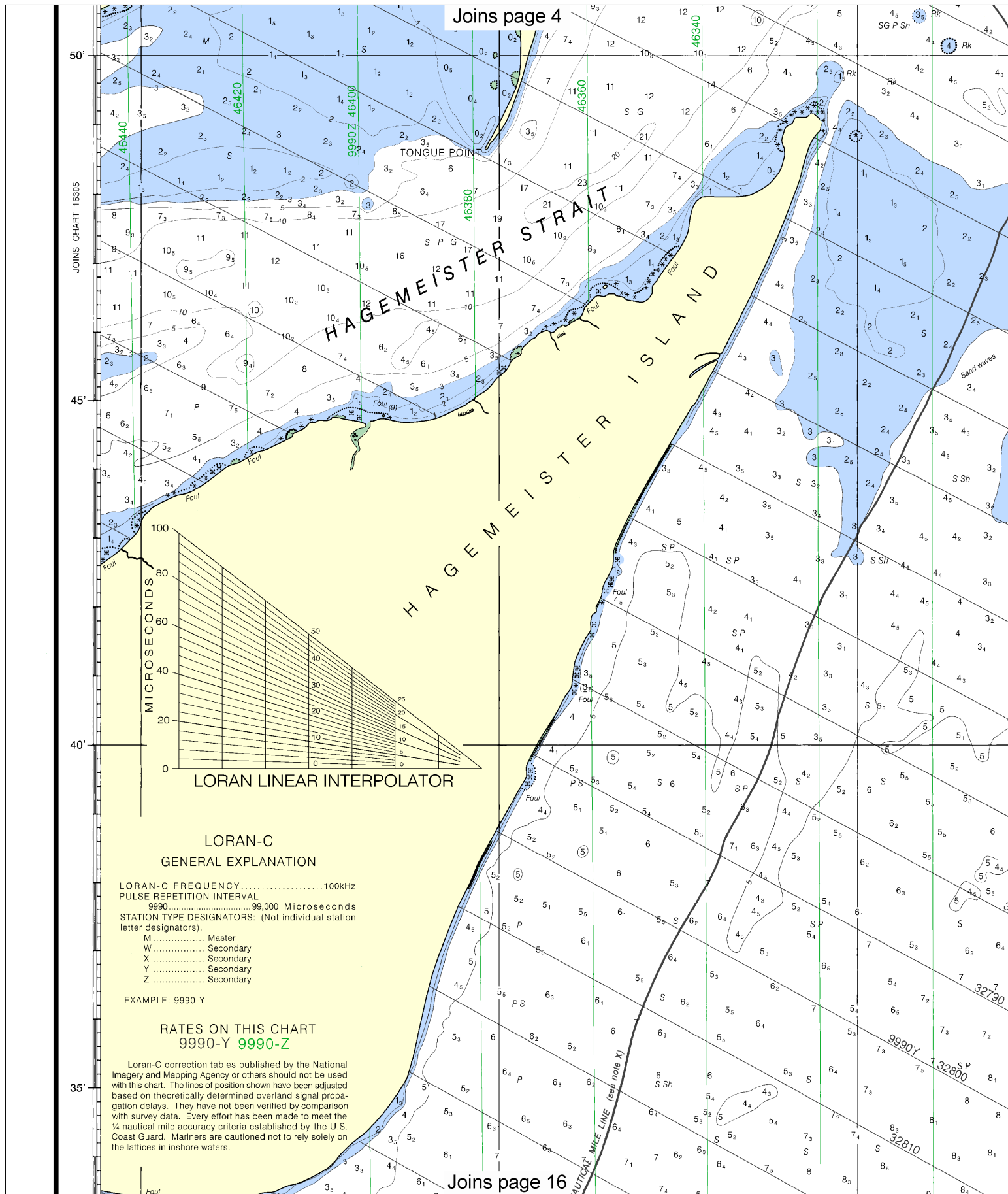
Joins page 15 and

100

59°

55°

50°



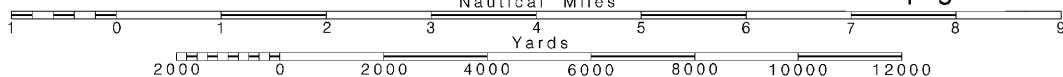
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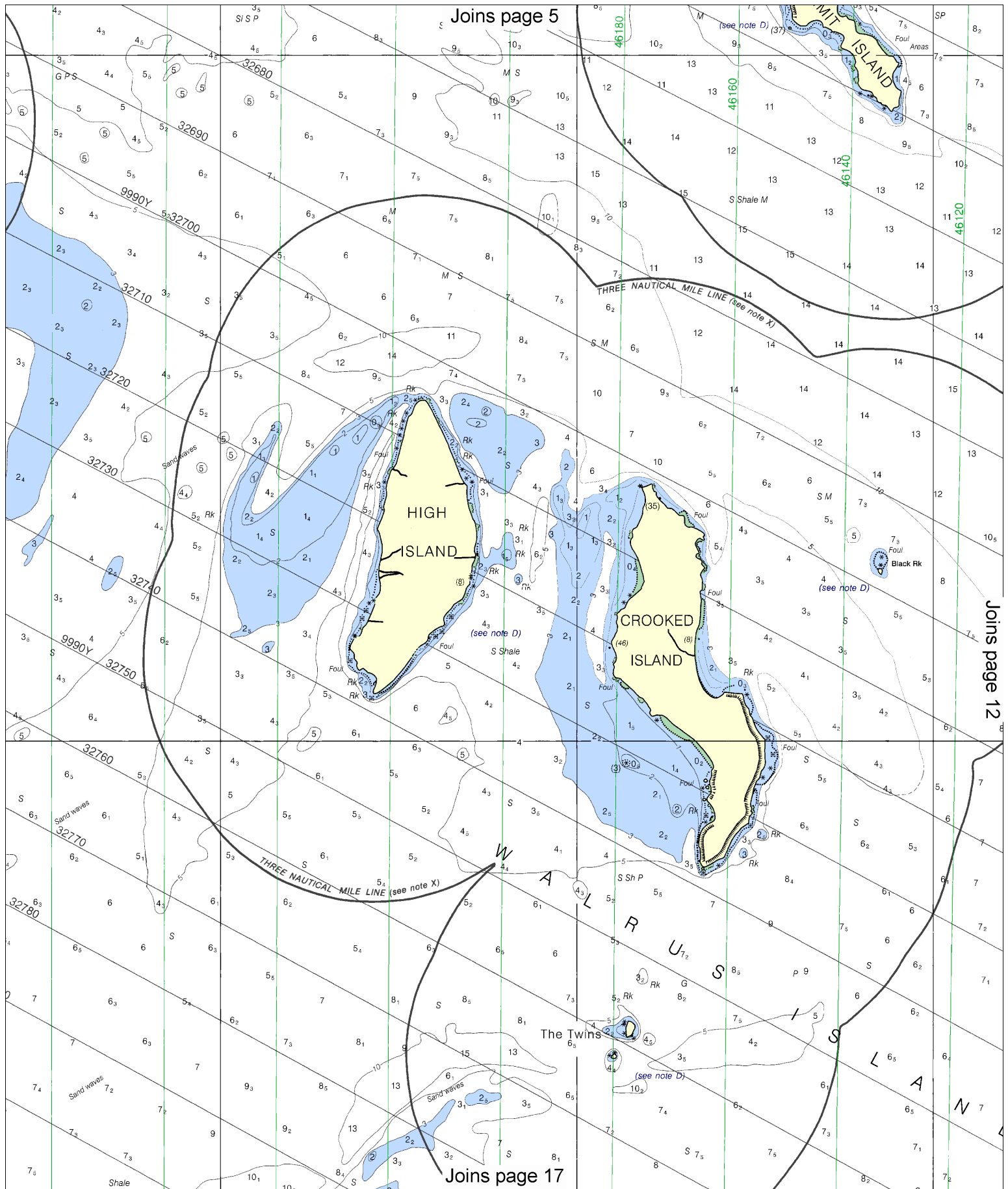
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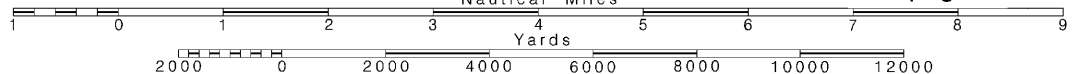
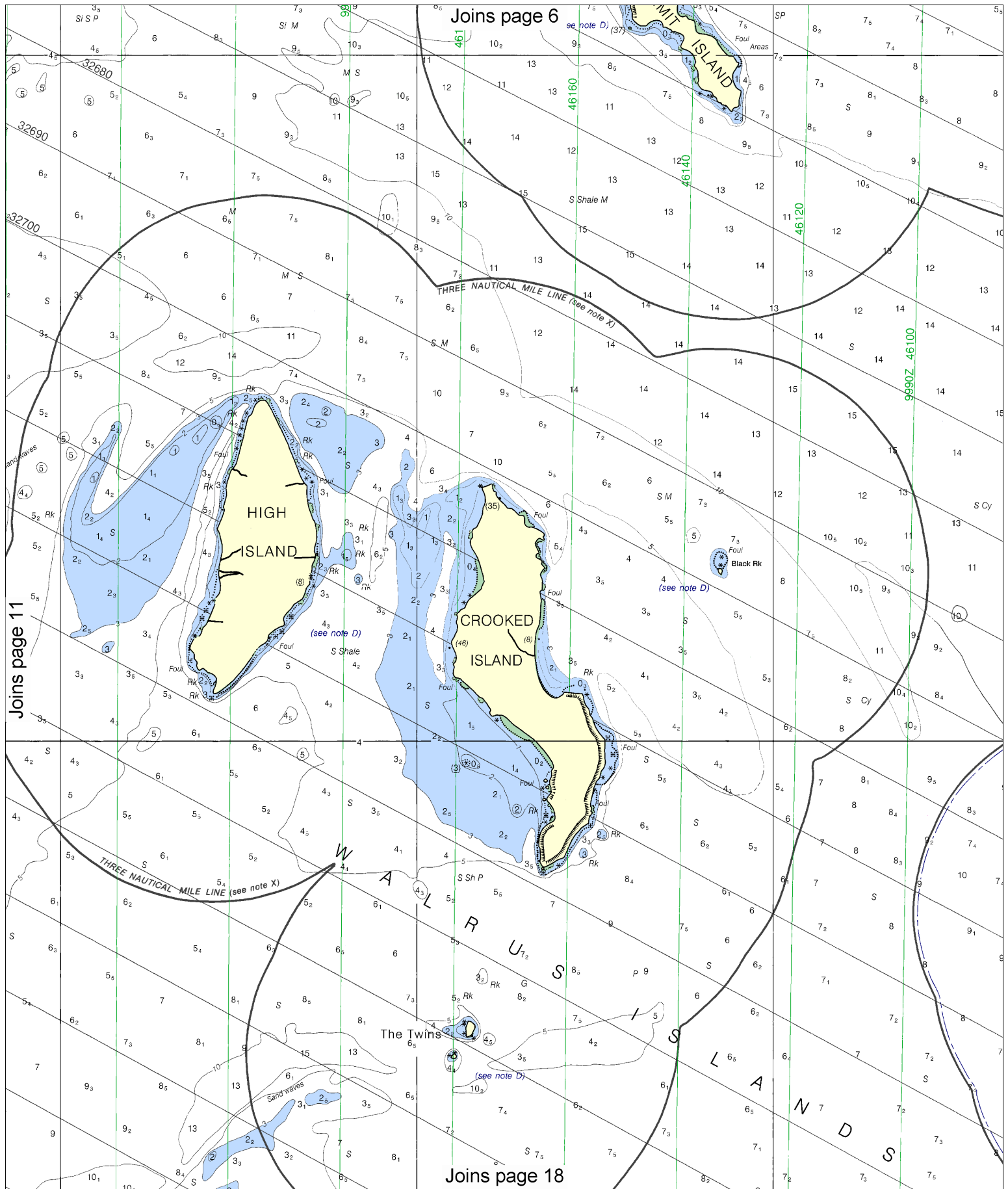
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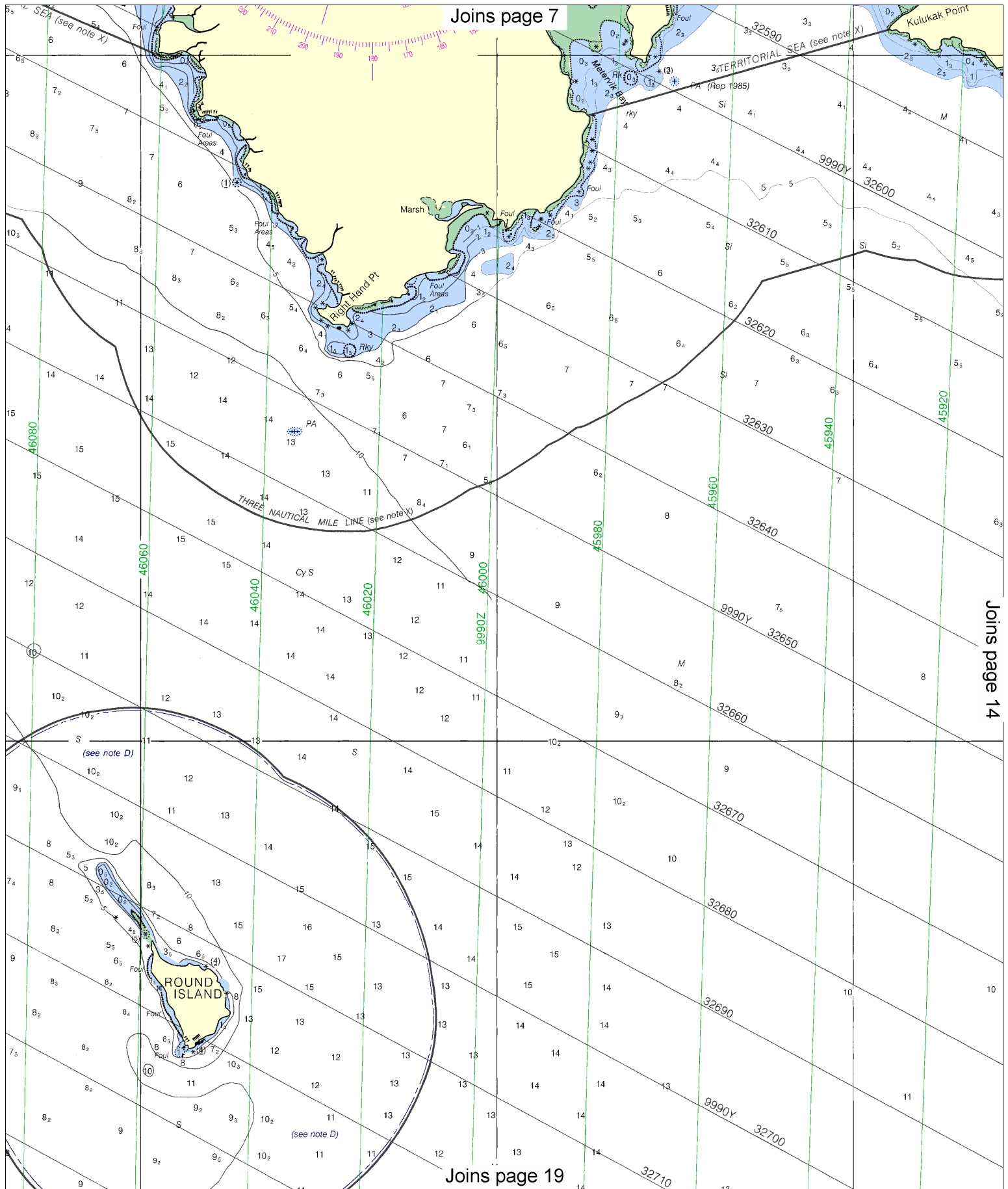
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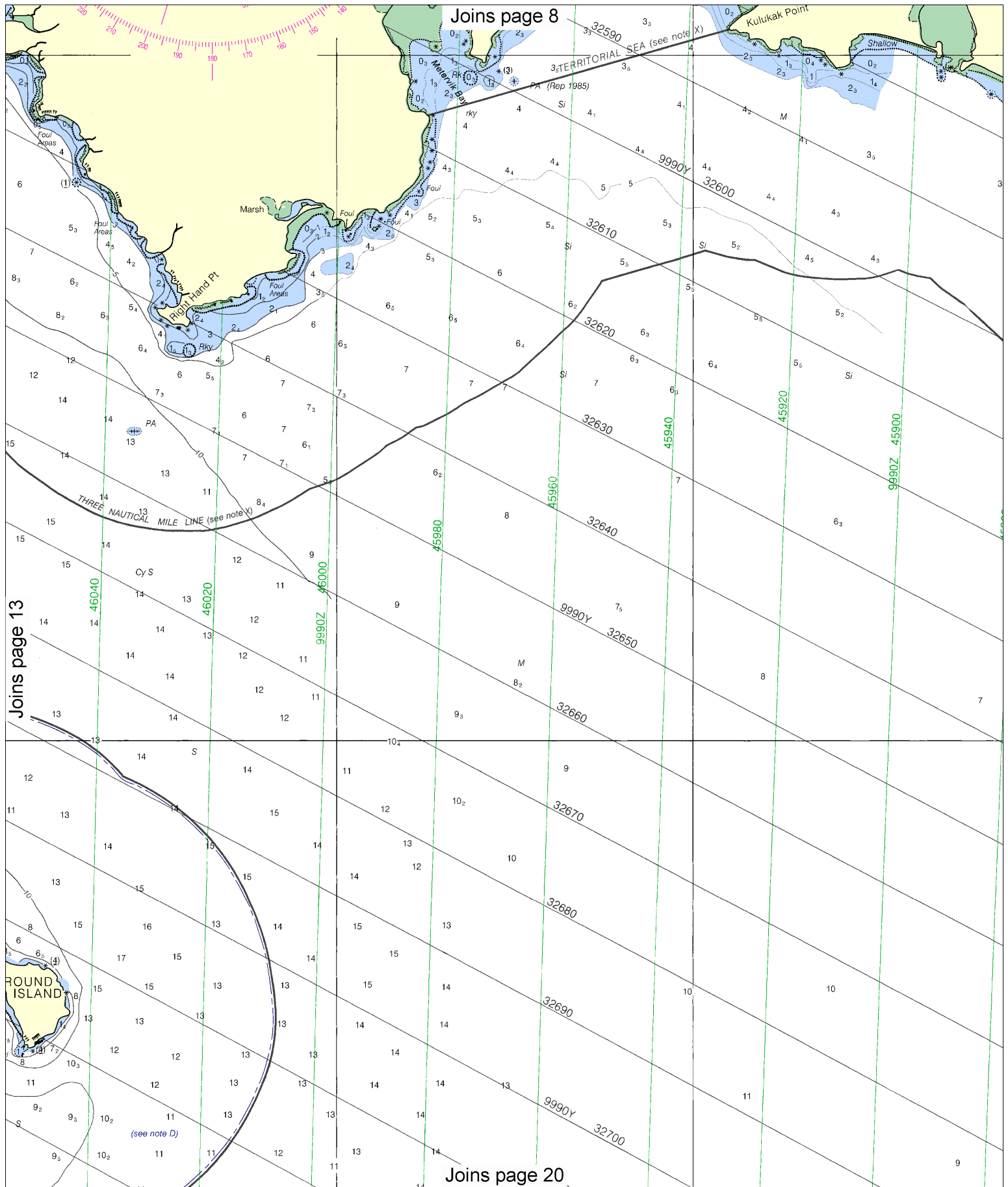
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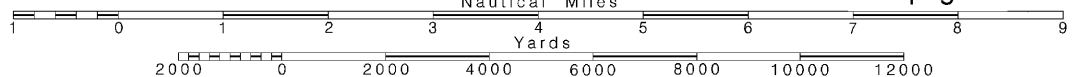
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

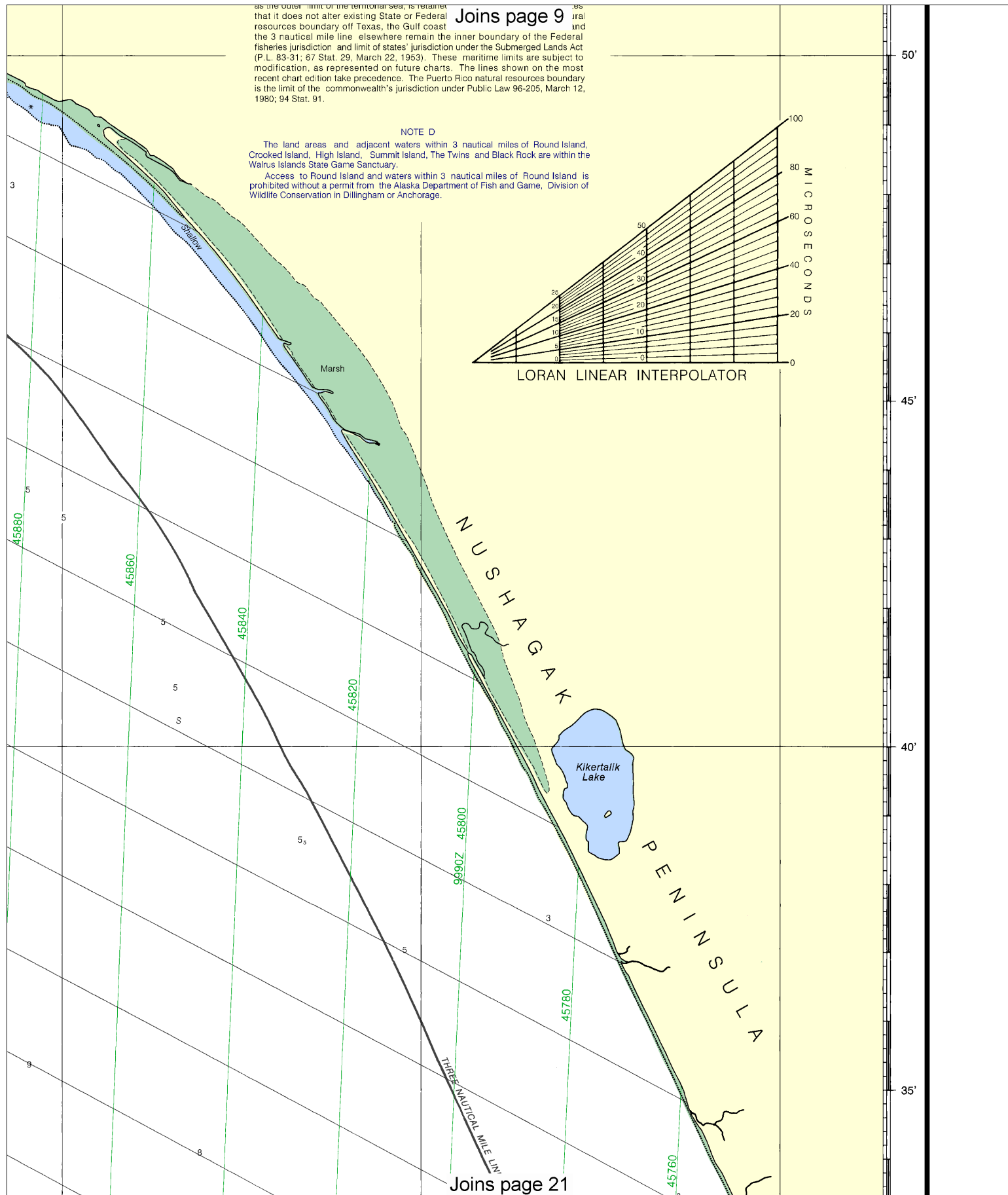
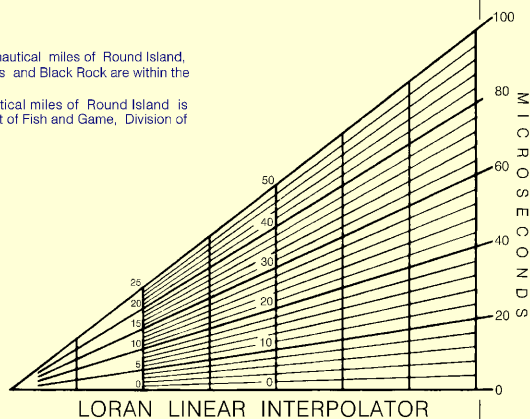
See Note on page 5.



Joins page 9

The land areas and adjacent waters within 3 nautical miles of Round Island, Crooked Island, High Island, Summit Island, The Twins and Black Rock are within the Walrus Islands State Game Sanctuary.

Access to Round Island and waters within 3 nautical miles of Round Island is prohibited without a permit from the Alaska Department of Fish and Game, Division of Wildlife Conservation in Dillingham or Anchorage.



35'

30'

25'

58°

20'

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Joins page 10

THREE NAUTICAL MILE LINE (see note X)

TERRITORIAL SEA AND CONTIGUOUS ZONE (see note X)

10th Ed., July 29/00 ■

16315

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

NOTE

PRELIMINARY CHART

A map or chart printed and distributed for temporary use with the proviso that it will later be superseded.

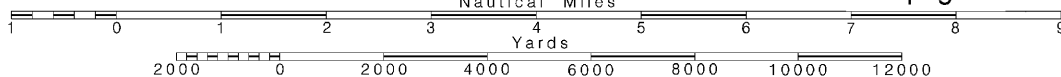
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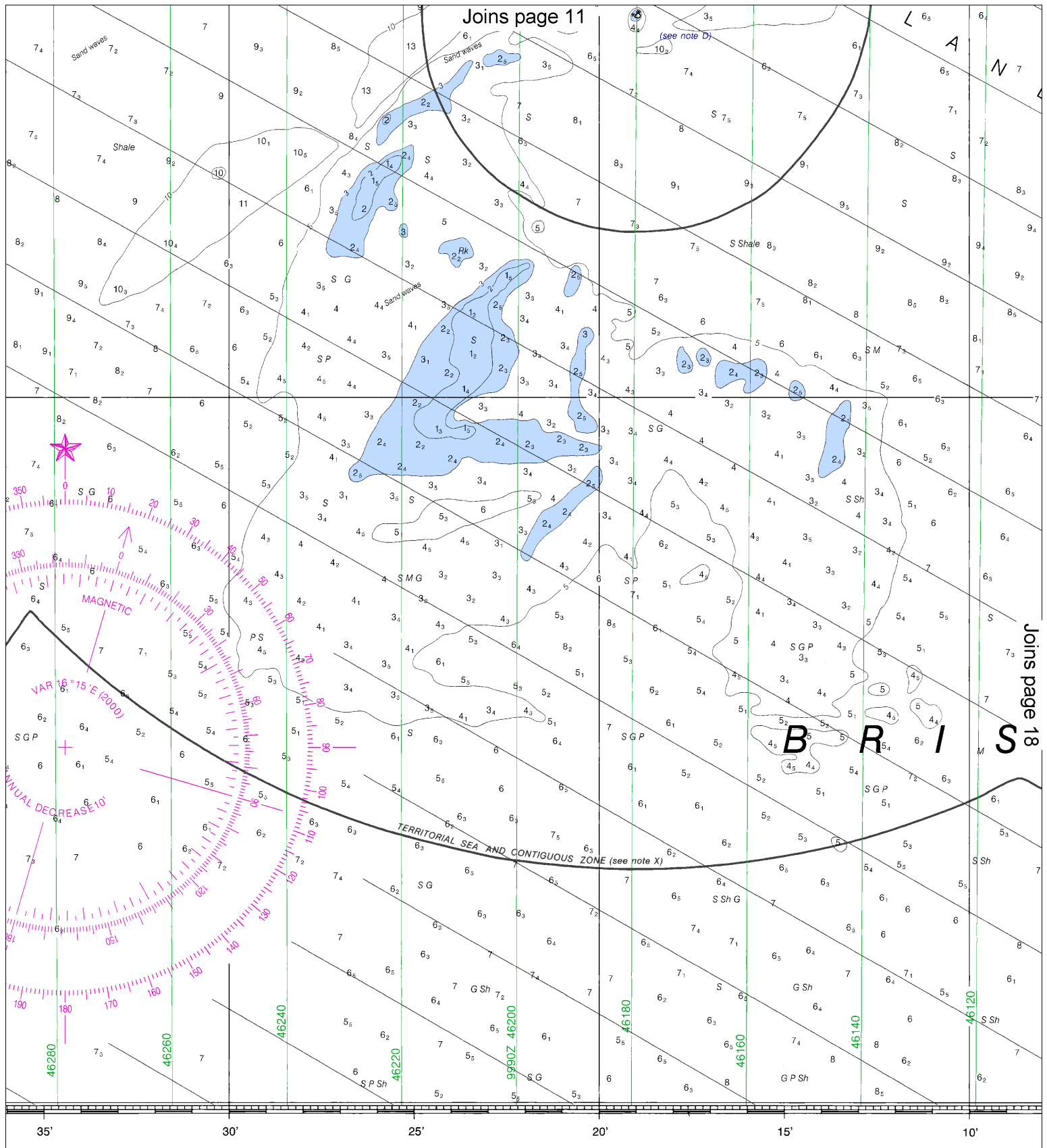
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Printed at reduced scale.

SCALE 1:100,000

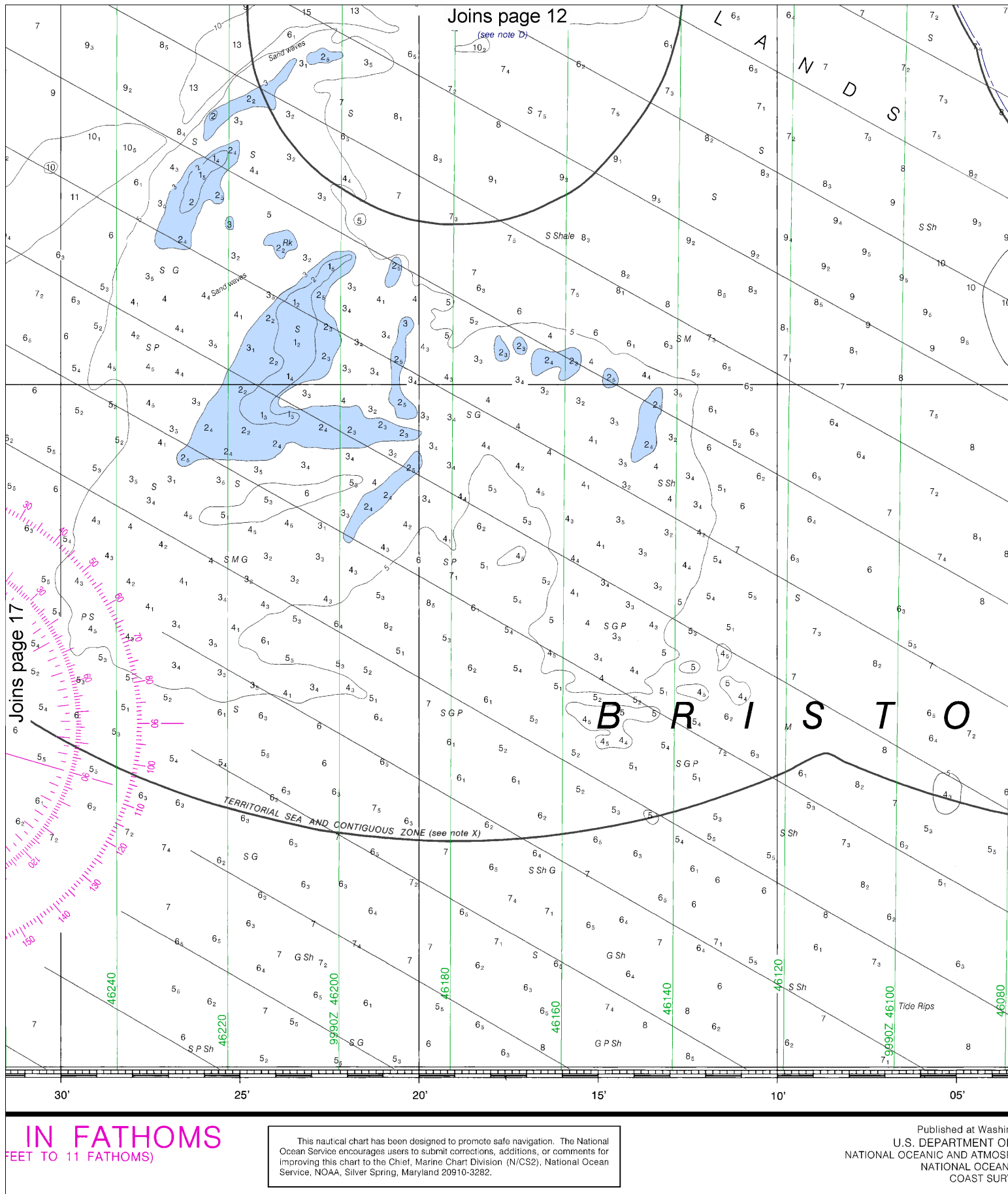
See Note on page 5.





OUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



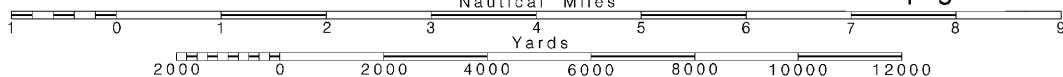
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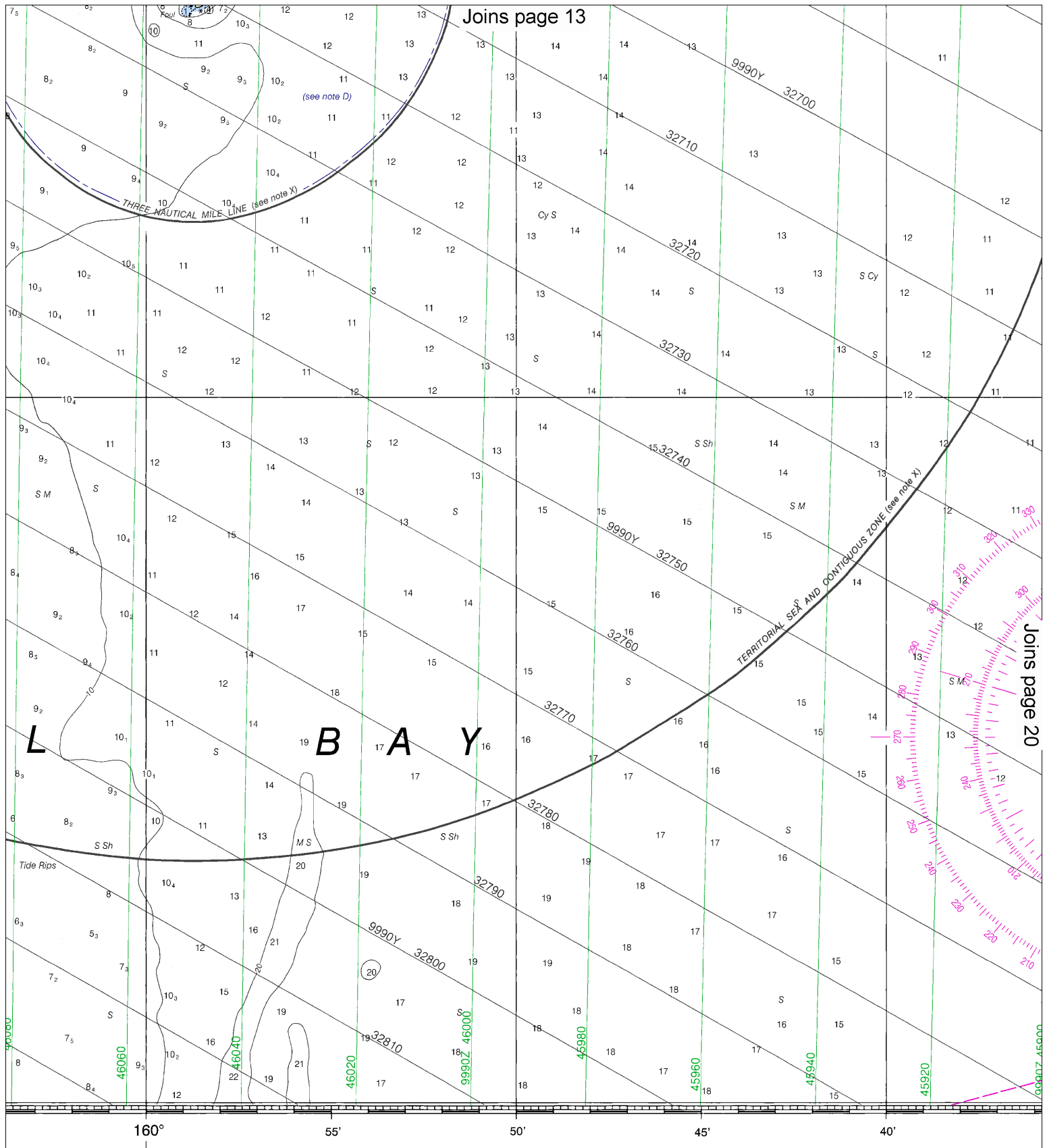
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





Joins page 13

Joins page 20

Washington, D.C.
DEPARTMENT OF COMMERCE
NAVY
HYDROGRAPHIC SURVEY SERVICE

PRELIMINARY CHART

2000 EDITION

FAT
P
ME

2000 EDITION

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6

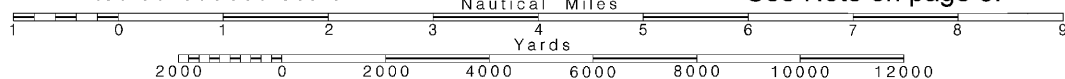
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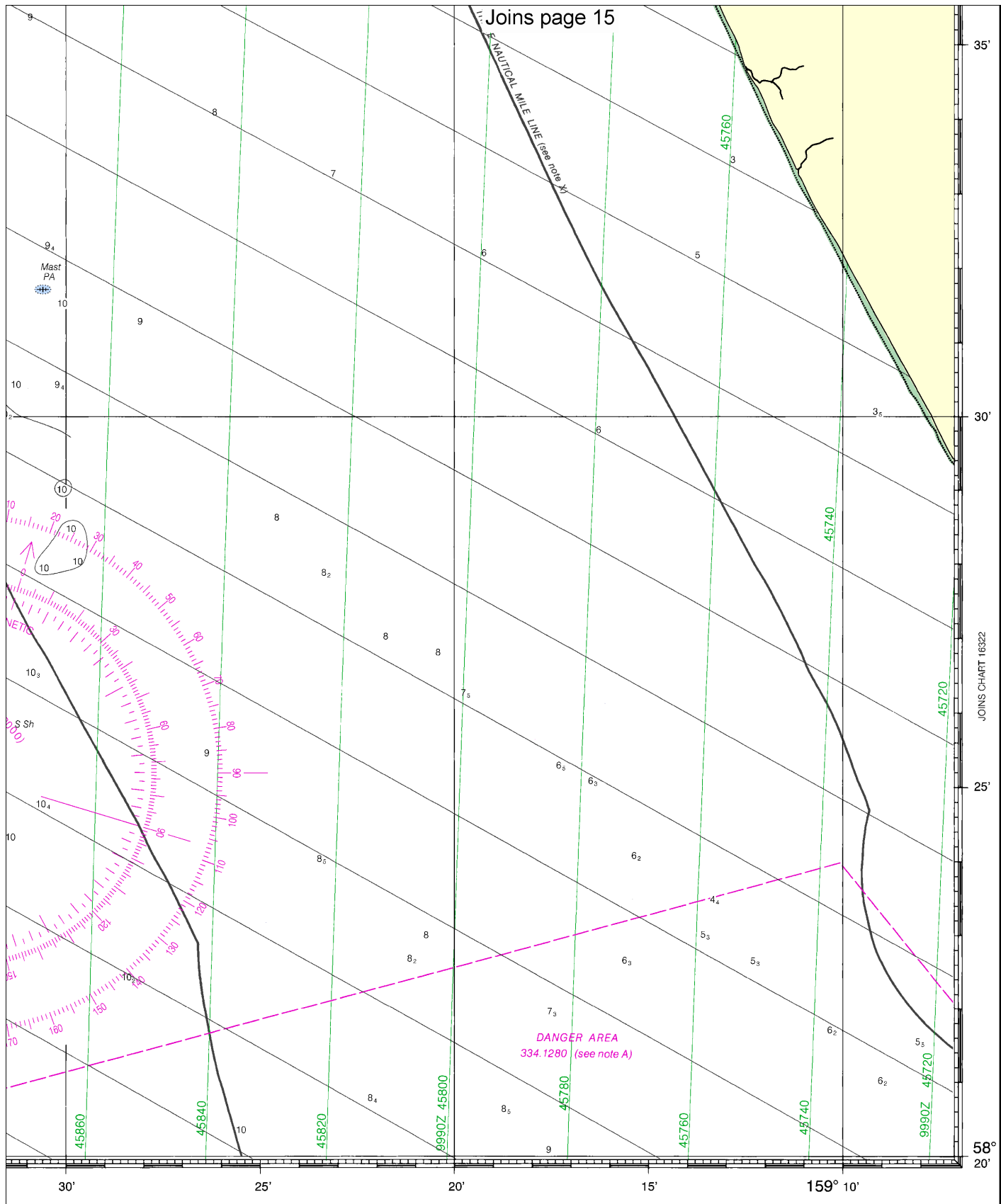
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:100,000~~
Nautical Miles

See Note on page 5.





Joins page 15

NAUTICAL MILE LINE (see note X)

DANGER AREA
334.1280 (see note A)

JOINS CHART 16322



ED NO. 10



NSN 7642014014616
NIMA STOCK NO. 16BC016315

TOGIK BAY AND WALRUS ISLANDS

SOUNDINGS IN FATHOMS - SCALE 1:100,000

16315

LORAN-C OVERPRINTED

7	8	9	10	11	12	13	14	15	16	17
42	48	54	60	66	72	78	84	90	96	102
12	13	14	15	16	17	18	19	20	21	22
23	24	25	26	27	28	29	30	31		



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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NOAA's Office of Coast Survey



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